AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (original) Method of manufacturing a tubular element, especially a motor-vehicle front crosspiece (1), able to constitute at least one air duct (2, 3, 4), of the type comprising at least two half-shells (5, 6) assembled onto two facing outer longitudinal edges (5a, 6a - 5b, 6b), by local mechanical-linking means (7), characterised in that it further incorporates the production of leaktightness means (8) of the said tubular means (1) which consist of at least one continuous, convex or concave deformation formed simultaneously on each of the facing outer longitudinal edges (5a, 6a - 5b, 6b) of the two half-shells (5 and 6), in the vicinity of the mechanical-linking means (7).

2. (original) Method according to Claim 1, characterised in that the mechanical-linking means, consisting of local mechanical deformations (7), and the continuous, concave or convex deformation (8) of the lateral edges (5a, 6a - 5b, 6b), forming the leaktightness means, are obtained simultaneously in

the course of a single stamping operation, while separating their respective functions of leaktightness and of assembling.

3. (previously presented) Method according to Claim 1, characterised in that the two half-shells (5 and 6) constituting the tubular element or crosspiece (1, 1A) are obtained by stamping from sheet steel, aluminium or magnesium, according to defined and complementary profiles.

4. (previously presented) Method according to Claim 1, characterised in that the concave or convex leaktightness deformation (8) produced on each of the outer longitudinal edges (5a, 6a - 5b, 6b) of the two half-shells (5 and 6) is obtained by way of a V-shaped stamping punch, deforming the said edges simultaneously in order to obtain two profiles (8a, 8b) matching each other perfectly and of corresponding shapes.

5. (previously presented) Method according to Claim 1, characterised in that the tubular element (1A) is a motor-vehicle front crosspiece, of which the half-shells (5, 6, 9) constituting it are shaped in such a way as to define two air ducts (3 and 4), which are independent of one another, for example one for deicing, the other for ventilation.

6. (canceled)

7. (New) Motor-vehicle front crosspiece, providing at least one duct comprising at least two half-shells assembled along two facing outer longitudinal edges, by local mechanical-linking means, and leaktightness means which consist of at least one continuous, convex or concave deformation on each of the facing outer longitudinal edges of the two half-shells, adjacent the mechanical-linking means.